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RAIL CONSTRUCTION, ELECTRIFICATION PROGRESSES;
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MOINTY-CHU RAIL WORKERS CONTINUE PROGRESS -- Kazakhstanskaya Pravda, No 123,
 26 Jun 49

Constructors of the Mointy-Chu Railroad must open 212 kilometers of track for train operations in 1949. Since the beginning of the year, 32 kilometers of main track have been laid. On the southern end of the route, the constructors are approaching the Sary-Bulak natural boundary which is 85 kilometers from the Turkeib. The tracklayers moving south are 50 kilometers from the Karaganda Main Line.

The northern sector of the route is now the basic front of operations. The second construction section has pledged to lay track up to Lake Balkash and to begin the construction of the Sary-Shagan shore station. A large railroad yard, a passenger station, locomotive depot, water station, and railroad workers' settlement will be constructed here. Forty kilometers of the most formidable land along the route separate the constructors in this section from those setting out from Mointy Station.

WORK CONTINUES ON CHARDZHOU-KUNGRAD LINE -- Zarya Vostoka, No 124, 26 Jun 49

The Chardzhou-Kungrad Railroad Line, construction of which began in the summer of 1947, will pass through Chardzhou and Tashauz Oblasts in Turkmenia and through Khorezm Oblast and Kara-Kalpak Autonomous Oblast in Uzbekistan. When completed it will be 627 kilometers long.

More than 60,000 kolkhoz workers are now working on this construction project. During the course of 2 years, more than 150 kilometers of track have been laid. Now the track-layers are working beyond the village of Kabakla, in former days a caravan point in the Kara-Kum desert. Station houses and workers' homes are rising along the track in formerly unpopulated regions of the desert.

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The constructors completed their 6-month plan in 4 months this year. They are now striving to complete the remaining 60 kilometer track section to Derganata and to open the entire track to railroad traffic.

RAIL LINK REACHES EKIBASTUZ -- Kazakhstanskaya Pravda, No 116, 17 Jun 49

The railroad line to the station of Ekibastuz, Pavlodar Oblast, has been completed. Workers on the section have been awarded the Transferable Red Banner by the Administration for Construction of the Stalinsk-Magnitogorsk Railroad Line.

The construction column working from Almolinsk has already crossed the border of Pavlodar Oblast.

NEW RR STATION -- Promyshlennost' Stroitel'nykh Materialov, No 26, 24 Jun 49

A new railroad station, Gypsovyy rudnik, has been built in connection with a new gypsum mine near Stalinogorsk. Tracks have been laid between the station and mine.

ELECTRIC RAILROAD SECTIONS COMPLETED -- Bakinskiy Rabochiy, No 129, 3 Jul 49

Final construction and assembly work has been completed on the Kala-Mardakyany-Buzovny section of the Baku Electric Railroad. This completes the Baku-Sabunchi-Surakhany-Kala-Mardakyany-Buzovny-Baku electric railroad circle. Electric trains will link Baku with the oil regions of Apsheron, the sanatorium at Mardakyany, and the beach at Buzovny. There are three stations on the new section -- Mardakyany, Primorskaya, and Plazh.

Zarya-Vostoka, No 129, 3 Jul 49

An electric train has been put into operation on the Tbilisi-Rustavi line.

GRAIN-LOADING STATIONS ELECTRIFIED -- Gudok, No 83, 13 Jul 49

The stations of Otrado-Kubanskaya, Gul'kevichi, Labinskaya, Dondukovskaya, Malorossiyskaya, and Konokovo, grain-loading points on the Kavkazskoye section of the North Caucasus Railroad System, have been electrified. A wind-powered electric power plant has been built at Otrado-Kubanskaya, and the power is used to run the transporters. The stations of Giaginskaya, Rodnikovskaya, Ovechka, and Mirskaya will receive electricity within a week.

CARLOADING AND REPAIR LAG -- Pravda, No 187, 6 Jul 49

During the first quarter of 1949, average daily carloadings on the USSR railroad system rose 16.5 percent in comparison with the corresponding period of 1948. However, the norm for car turnover was not met in either the first or second quarter of this year. A shortening of the turnover time by one day would at present increase average daily carloadings by 13,000 cars.

The rate and quality of railroad car repair is generally unsatisfactory. The Southwestern railroad okrug has failed to organize its work efficiently. In some stations preparation of cars for the harvest is carried on only during the daytime, rather than around the clock. Running repairs are behind schedule in the Donets and Central okrugs.

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Gudok, No 84, 15 Jul 49

As of 1 July, only 15.8 percent of the year plan for capital repair of railroad track in the Volga Railroad Okrug (head, Salambskov) had been completed, and only 24 percent of the plan for capital repair of track in the Central Asia Okrug (head, Filippov) had been completed.

Stalinskoye Znamya, No 111, 8 Jun 49

The Andizhan track section failed consistently to fulfill the loading plan but exceeded the fixed time for railroad-car layovers and turnaround.

The section adopted the Tashkent Railroad stakhanovite 10-day speed-up loading program, and from 20 May to 1 June succeeded in loading 769 cars more than in April. At the same time, idle time of loaded cars in most stations did not exceed the schedule. The Assake station (chief, Avdetskiy) operated especially well, fulfilling the loading plan 166.2 percent, while the Andizhan I station (chief, Shchurov) fulfilled the plan 152.4 percent, and the Andizhan II station (chief, Popov) 152 percent.

However, heads of certain stations of the section still have not comprehended the importance of the stakhanovite 10-day speed-up loading program and have failed to put it into actual practice. The Grunch-Mazar station (chief, Klevchen'), for example, completed only 85.3 percent of the loading plan. -- B. Sergeyev

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